

REMARKS

This amendment is responsive to the Office Action mailed August 25, 2004. Claims 1-14 are presently pending in the application.

SPECIFICATION

Minor amendments have been made to the specification to more fully describe the two converging sections of the wing of the present application. No new matter has been added to the application.

REJECTIONS UNDER 35 U.S.C. § 102(B)

Claims 1-14 were rejected under 35 U.S.C. §102(b) as being anticipated by Arndt (U.S. Patent No. 1,697,626), Young (U.S. Patent No. 1,818,520), Bruce (U.S. Patent No. D45,550), Hawley (U.S. Patent No. 5,893,535) or Pitts (U.S. Patent No. 1,948,629). These rejections are respectfully traversed.

Initially, it will be noted that each of the independent claims have been amended to more positively recite that the first region has a linear converging leading edge and trailing edge surfaces, and that the second region has linear converging leading edge and trailing edge surfaces. These limitations are not taught or suggested by the references cited by the Examiner. For example, Bruce '550 discloses a design for an "air navigation vessel" in which the wings of the vessel are continuously curving out from a fuselage portion. There are no distinct "first linear converging region" and "second linear converging region" that are separated by a transition region. The Arndt '626 reference similarly discloses a flying machine having a wing 47 that does not

include a distinct first linear converging region and a second linear converging region separated by a transition region that forms a gradually curving surface. Pitts '629 likewise does not disclose this structure. Pitts does not disclose two distinct linear, converging regions, but rather discloses a somewhat triangular shaped wing section that is symmetrically arranged about a body portion 1. Hawley similarly does not disclose or suggest the claimed subject matter as presently amended.

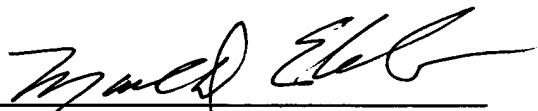
The preferred embodiments eliminate the abrupt planform transition region at a midpoint of a wing by providing a curving transition portion that is located intermediate first and second regions of the wing. This structure is not shown or suggested by any of the above mentioned references, either singly or in combination.

CONCLUSION

It is believed that all of the stated grounds of rejection have been properly traversed, accommodated, or rendered moot. Applicant therefore respectfully requests that the Examiner reconsider and withdraw all presently outstanding rejections. It is believed that a full and complete response has been made to the outstanding Office Action, and as such, the present application is in condition for allowance. Thus, prompt and favorable consideration of this amendment is respectfully requested. If the Examiner believes that personal communication will expedite prosecution of this application, the Examiner is invited to telephone the undersigned at (248) 641-1600.

Respectfully submitted,

Dated: November 24, 2004

By: 
Mark D. Elchuk, Reg. No. 33,686

HARNESS, DICKEY & PIERCE, P.L.C.
P.O. Box 828
Bloomfield Hills, Michigan 48303
(248) 641-1600
MDE/jo

AMENDMENTS TO THE DRAWINGS

A new drawing sheet is being submitted that includes a new reference numeral 117 in Figure 2.